

PRELIMINARY AMENDMENT  
U.S. National Phase of PCT/JP2004/016555

**AMENDMENTS TO THE SPECIFICATION**

**Pages 9/10, delete the paragraph bridging pages 9/10 and insert the following paragraph:**

The catalyst is carried by the cell walls 30 and/or the plugs 50, 52. ~~The honeycomb structure 1A and the honeycomb structure 1B may carry catalysts having different properties.~~ The catalyst carried by the cell walls 30 and/or the plugs 50, 52 preferably contains a platinum-group metal. Examples of the catalysts containing platinum-group metals include Pt, Pd, Ru, Rh and combinations thereof, and oxides of platinum-group metals. Alkaline earth metal oxides, rare earth oxides, etc., may also be contained. When the catalyst such as Pt, etc. is carried by a high-specific-surface-area material such as active alumina, for instance,  $\gamma$ -alumina, etc., the catalyst preferably has a large contact area with the exhaust gas, resulting in increased efficiency of cleaning the exhaust gas.

**Page 22, delete the last full paragraph and insert the following paragraph**

A honeycomb structure having a diameter of 267 mm and a total length of 304.8 mm, whose cell walls had a pitch of 1.5 mm, a thickness of 0.3 mm and a porosity of 65%, was produced in the same manner as in Examples 1-5. A masking film was attached to both ends of this honeycomb structure, and provided with apertures in a checkerboard pattern such that the flow paths are open alternately at both ends. A plugging material slurry was charged, dried and sintered to ~~produce~~ ~~form~~ ~~plugs~~ 52, thereby producing a honeycomb filter with plugs 50, 52 alternately at both ends as shown in Fig. 6.

**Pages 32/32, delete the full paragraph bridging pages 32/33 and insert the following paragraph:**

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The initial pressure losses of the honeycomb filters of Examples 1-5 were about 1-1.2 times that of the conventional ceramic honeycomb filter of Comparative Example 1. In the durability test corresponding to 10,000-km driving, all filters were evaluated as “Passed (Good),” and their pressure loss ratios were 1.1-1.4, indicating less likelihood of pressure loss increase. Further, the heat-shock-resistant temperatures were 550-575°C, indicating excellent heat shock resistance. Among them, Examples 2 and 3 suffered only small initial pressure loss, which was still small after the durability test, because the ratio X/L of the distance X of the inlet-side plugs 50 to the total length L was 0.2-0.4. This confirms that X/L is preferably 0.2-0.4.

**Page 33, delete the third full paragraph and insert the following paragraph:**

The initial pressure loss of the honeycomb filter of Example 6 was 1.05 times that of the ceramic honeycomb filter of Comparative Example 1. Also, in the durability test corresponding to 10,000-km driving, all tests were evaluated as “Passed (Good),” and the pressure loss ratio was 1.1, indicating less likelihood of pressure loss increase. Further, the heat shock-resistant temperature was 550°C, indicating excellent heat shock resistance.

**Page 34, delete the first full paragraph and insert the following paragraph:**

The initial pressure loss of the honeycomb filter of Example 7 was 1.05 times that of the honeycomb filter of Comparative Example 1. Also, in the durability test corresponding to 10,000-km driving all tests were evaluated as “Passed (Good),” and the pressure loss ratio was 1.05, indicating less likelihood of pressure loss increase. Because the exhaust-gas-inlet-side cell walls had a higher concentration of platinum than in the honeycomb filter of Example 2, the burning oxidation reaction of an unburned fuel, etc., was accelerated in this area, resulting in

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small pressure loss in the durability test. Further, the heat-shock-resistant temperature was 570°C, indicating excellent heat shock resistance.

**Page 35, delete the first full paragraph and insert the following paragraph:**

The initial pressure loss of the ceramic honeycomb filter of Example 13 was 1.05 times that of the honeycomb filter of Comparative Example 1. Also, in the durability test corresponding to 10,000-km driving, all tests were evaluated as “Passed (Good),” and the pressure loss ratio was 1.02, indicating less likelihood of pressure loss increase. The pressure loss ratio in the durability test was lowest as 1.02, and the heat-shock-resistant temperature was 575°C, indicating excellent heat shock resistance. This appears to be due to the fact that the catalyst for accelerating the oxidation reaction of a fuel was carried by the exhaust-gas-inlet-side cell walls, and the catalyst for accelerating the burning of particulate matter was carried by the exhaust-gas-outlet-side cell walls.